

**APPENDIX D**

**CONCEPTUAL STAGE RELOCATION PLAN**

**STH 26**  
**JANESVILLE TO WATERTOWN**  
**ROCK, JEFFERSON, AND DODGE COUNTIES**  
**PROJECT I.D. 1390-04-00**

**APPENDIX D**

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## APPENDIX D CONCEPTUAL STAGE RELOCATION PLAN

This report provides details about the potential impacts and relocations that may occur as a result of the upgrading of STH 26. It has been prepared in accordance with the requirements of the U.S. Department of Transportation, Federal Highway Administration (FHWA) Environmental Impact and Related Procedures Final Rule (23 CFR 771), the FHWA Technical Advisory for environmental document preparation (T 6640.8A, October 30, 1987), and the State of Wisconsin, Department of Transportation (WisDOT) - Division of Highways and Transportation Services Relocation Assistance Manual.

The Conceptual Stage Relocation Plan is written in the form of an estimate to determine:

1. The approximate number of households, farms, and/or businesses that may be relocated by the project;
2. The probable availability of decent, safe, and sanitary replacement housing within the financial means of the households that may be affected by the project; and
3. An estimate of the possible total relocation assistance costs.

Sources used to identify available housing for the Conceptual Stage Relocation Plan were primarily classified advertisements and listings on the internet.

### D.1 PROJECT LOCATION AND DESCRIPTION

The section of State Trunk Highway (STH) 26 evaluated in this document is located in south central Wisconsin in Rock, Jefferson, and Dodge Counties. The project begins on the north side of Janesville at IH 90 and extends north about 48 miles (77 km) to approximately 9 miles (15 km) north of Watertown at STH 60 East. Within the project limits, STH 26 passes through the City of Milton, City of Jefferson, Village of Johnson Creek, and City of Watertown and bypasses the City of Fort Atkinson (Figure D.1). In the rural areas, STH 26 passes through the Towns of Harmony, Milton, Koshkonong, Jefferson, Aztalan, Farmington, Watertown, Emmet, and Clyman.

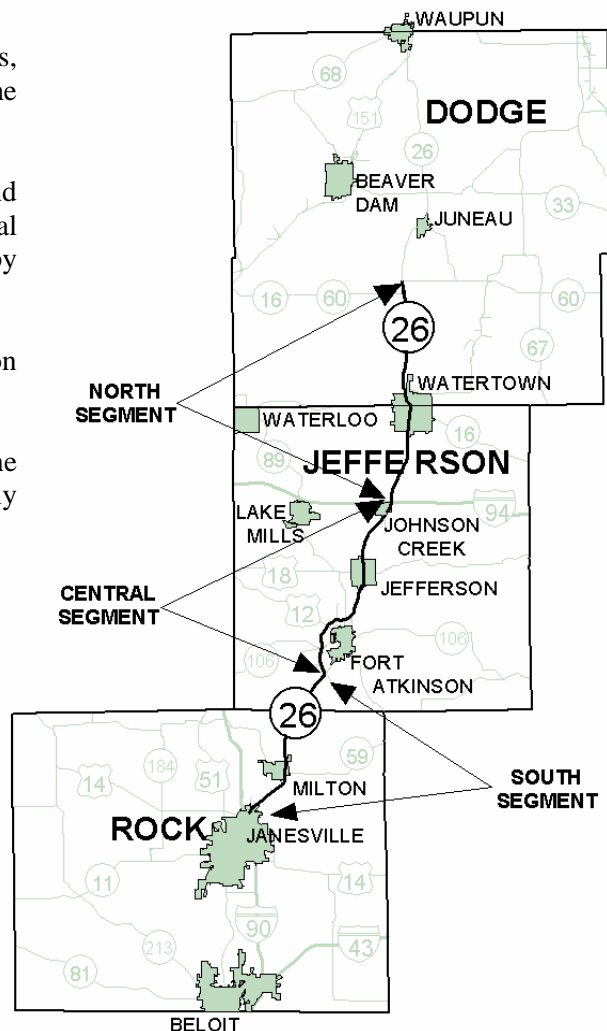


Figure D.1 Project Location Map

The south project terminus is at the STH 26 intersection with IH 90, a major highway with substantial traffic volumes. The north project terminus is north of Watertown on STH 26 at STH 60 East. At this point, STH 26 connects with a significant east-west highway, and traffic volumes north of this intersection decrease substantially. The segment of STH 26 between IH 90 and STH 60 East is of sufficient length to address environmental matters on a broad scope, has independent utility, and does not require or preclude development of the remaining section or future options. Therefore, both IH 90 and STH 60 East are logical project termini.

The purpose of the project is to provide a safe and efficient transportation corridor having national, state, regional and local importance for STH 26 while minimizing adverse environmental disturbances. STH 26 accommodates the commodity transport of goods and services as a federal and/or state truck route, and provides communities along the corridor with access to local and regional services.

It is proposed to develop STH 26 as a 4-lane divided facility with access management. With the exception of proposed community bypasses at Milton, Jefferson and Watertown, and the proposed improvement of an existing bypass at Fort Atkinson, the project involves construction along existing STH 26 to the extent possible.

The improvement was presented to the State Transportation Projects Commission (TPC) for consideration as a major project in the fall of 2000, and it has been approved for funding. It is anticipated that construction would not occur until at least 2008, with right-of-way acquisition starting no sooner than 2005. Sections of STH 26 will likely be staged for improvement over a period of time, as funds become available.

## **D.2 ALTERNATIVES**

A range of alternatives was developed for the STH 26 project corridor. Although the proposed solutions address the entire project corridor, alternatives were developed for each of the corridor's three study segments: the south segment (Janesville to Fort Atkinson), the central segment (Ft. Atkinson to Johnson Creek), and the north segment (Johnson Creek to Watertown).

Each of these alternatives was evaluated for its ability to meet the purpose and need requirements of this project. In accordance with the Council on Environmental Quality (CEQ) guidelines, only those feasible and prudent alternatives that passed the screening process were selected for detailed evaluation in the EIS. Those alternatives that did not meet the purpose and need requirements of this project are also described in the EIS.

The study process consisted of a preliminary alternative development stage and a detailed study stage. The preliminary stage identified a broad range of alternatives and identified those that met the purpose and need requirements for this project and merited further study. The detailed study stage was a thorough evaluation of those alternatives.

Following the publication of the Draft EIS in July 2000, one series of public hearings and five additional public information meetings were held. Based upon the input received at these meetings and on input received from various regulatory agencies and units of governments, a Preferred Alternative was selected in each of the three project segments.

### **D.2.1 Preliminary Alternatives**

Several alternative bypasses for Milton, Jefferson, and Watertown were considered as well as through-town urban alternatives. All of the preliminary alternatives were based on the concept of providing a four-lane divided facility. Freeway access control standards (no access except at interchanges) would be implemented along the bypass portions of the route. Expressway standards, permitting at-grade intersections and private entrances at controlled spacing, would be applied to the rural segments located along the existing alignment.

The purpose of the preliminary stage was to identify a broad range of alternatives, and to study those preliminary alternatives in sufficient detail to identify those reasonable alternatives meeting the purpose and need requirements for the project while minimizing environmental disturbances that merited detailed study in the next stage. The preliminary alternative development stage included public comment, engineering analysis, environmental investigation, and agency coordination.

A total of nine preliminary alternatives were studied in each of the three segments. Many of the preliminary alternatives were either modified or dismissed based on discussions with the study committees, impacts associated with the alternatives, inability to meet the purpose and need requirements of this project, and/or comments received from the June 1999 public information meetings. The resulting alternatives were shown at a second series of public information meetings held in Milton, Jefferson, and Watertown in January 2000, and were discussed with the study committees. The detailed study alternatives were selected after these meetings.

### **D.2.2 Detailed Study Alternatives**

The following detailed study alternatives remain under consideration and were included in the project's Environmental Impact Statement (EIS). The Conceptual Stage Relocation Plan provides information about potential impacts and relocations that may occur as a result of selection of these detailed study alternatives.

Each of the eight detailed study improvement alternatives evaluated in this EIS consists of upgrading the two-lane roadway to a four-lane divided rural highway. The general concept is to utilize the existing highway corridor to the extent practical, with bypasses of communities where necessary to maintain constant highway speed and to avoid excessive relocations and impacts to historic sites. Each of the build alternatives and the No-Build Alternative is described below. References to exhibits refer to exhibits in the Environmental Impact Statement (EIS).

#### ***D.2.2.1 No-Build Alternative***

Under the No-Build alternative, improvements to the STH 26 corridor would primarily consist of maintenance activities or spot improvements that attempt to maintain current service levels. Generally, the rural section of roadways, including the Ft. Atkinson bypass, would remain a two-lane rural roadway with no change in access. The exception to this is the rural section between Janesville and Milton that was reconstructed as a four-lane divided rural highway in 1999. Urban sections of roadway in Milton, Jefferson, and Watertown (north of STH 19) would remain as two-lane urban roadways with some parking and turn lanes. The urban section of Johnson Creek between CTH Y and Baneck Lane was reconstructed as a four-lane divided roadway in 2001, and the urban section of Watertown south of STH

19 was reconstructed as a four-lane urban roadway in 2003. There would be minimal change in access in any of the communities.

In summary, the No-Build alternative would not meet the purpose and need requirements of this project. It is carried forward as a detailed study alternative to serve as a baseline for comparison of Build Alternatives and for evaluation of their environmental impacts.

#### ***D.2.2.2 South Segment***

##### ***Alternative S2***

Alternative S2 (Exhibit 5) includes a relocated alignment crossing through the City of Milton that was developed to avoid impacts to several historic properties, two parks, and a school associated with a through-town corridor. This alternative would follow the existing rural 4-lane divided roadway from Janesville to just south of Milton. The corridor would then continue northeast on new alignment and curve to intersect STH 59-East approximately 2000 feet (610 m) east of existing STH 26. North of STH 59-East, the alignment would curve northwest and cross the existing STH 26 corridor about 0.3-mile (0.5-km) north of STH 59-West. Alternative S2 would continue north along the existing route from John Paul Road to the Fort Atkinson bypass as a divided 4-lane rural facility.

Based on comments on the DEIS from review agencies, Alternative S2 was modified from north of Milton to CTH N. In order to reduce impacts to the Otter Creek Springs natural area, the proposed interchange at CTH N was moved approximately 2000 feet (610 m) to the east of STH 26. This resulted in shifting the corridor off the existing alignment from north of Milton to CTH N (see Figure 2.3.2.1a).

##### ***Alternative S3***

Alternative S3 (Exhibit 5) includes a near east Milton bypass alignment that was developed to direct STH 26 along a narrow corridor between the city and the Storrs Lake Wildlife Area. This alternative would follow the existing rural 4-lane divided roadway from Janesville to just south of Milton. The alignment would then curve north on new alignment and remain approximately 2000 feet (610 m) east of existing STH 26. This alternative would rejoin the existing alignment about 1.5 miles (2.4 km) north of Milton near John Paul Road. Alternative S2 would continue north along the existing route from John Paul Road to the Fort Atkinson bypass as a divided 4-lane rural facility.

Based on comments on the DEIS from review agencies, Alternative S2 was modified from north of Milton to CTH N. In order to reduce impacts to the Otter Creek Springs natural area, the proposed interchange at CTH N was moved approximately 2000 feet (610 m) to the east of STH 26. This resulted in shifting the corridor off the existing alignment from north of Milton to CTH N (see Figure 2.3.2.1a).

#### ***D.2.2.3 Central Segment***

##### ***Alternative C1***

Alternative C1 (Exhibit 6) includes a west Jefferson bypass corridor. This alternative would follow the Fort Atkinson Bypass to about 2.3-miles (3.6-km) south of Jefferson at Business 26, then parallel the Union Pacific Railroad corridor before heading northwest to USH 18. Part of STH 89-South would be realigned further west to match STH 89-North. North of USH 18, the corridor would turn northeast, cross the Crawfish River and Popp Road, then head due east across the Rock River. The alignment would curve

north before joining the existing alignment north of Jefferson and continuing north along the existing roadway to the proposed four-lane improvement at Johnson Creek.

### ***Alternative C2***

Alternative C2 (Exhibit 6) includes a near west Jefferson bypass corridor that utilizes more of the existing STH 26 corridor alignment. This alternative would follow the Fort Atkinson Bypass and existing STH 26 until about 1.5-miles (2.4-km) south of Jefferson. It would then head west, cross the Union Pacific Railroad tracks about 0.8-miles (1.3-km) south of Jefferson, then head due north after crossing CTH J. The alignment would then turn northeast near the crossing of the Crawfish River. The route would then cross the Rock River and turn north before joining the existing STH 26 alignment north of Jefferson. From there, it would continue north along the existing roadway to the proposed four-lane improvement at Johnson Creek.

### ***Alternative C2(a)***

Two modifications of Alternative C2 were studied which alters the location of the crossing of USH 18 and the Crawfish River. The modifications are limited to the bypass alignment west of the City of Jefferson approximately one mile south and north of USH 18. Beyond these limits, both modifications would follow the same alignment as Alternative C2. The first modification, referred to as C2(a) (Exhibit 6), includes an alignment that crosses USH 18 approximately 1,000 feet (305 m) east of Alternative C2 and approximately 1,100 feet (335 m) west of the Crawfish River.

### ***Alternative C2(b)***

The second modification, referred to as C2(b) (Exhibit 6), includes an alignment that crosses USH 18 approximately 2,400 feet (730 m) east of Alternative C2 and approximately 400 feet (120 m) east of the Crawfish River.

### ***Alternative C3***

Alternative C3 (Exhibit 6) includes a near east Jefferson bypass corridor. This alternative would follow the Fort Atkinson Bypass and existing STH 26 until about 0.8-miles (1.3-km) south of Jefferson. It would then head east and north, cross USH 18 about 1,000 feet (305 m) west of CTH Y, curve north and northwest, then return to the existing STH 26 alignment north of Jefferson. From there, it would continue north along the existing roadway to the proposed four-lane improvement at Johnson Creek.

### ***Alternative C4***

Alternative C4 (Exhibit 6) includes a far east Jefferson bypass corridor. This alternative would follow the Fort Atkinson Bypass and existing STH 26 until about 0.8 miles (1.3 km) south of Jefferson. Farther north, the alternative would cross USH 18 about 0.8-miles (1.3-km) east of CTH Y. Continuing north, the alignment would parallel CTH Y to the east, cross CTH Y south of Junction Road, then parallel CTH Y to the west until matching the proposed four-lane improvement at Johnson Creek.

#### ***D.2.2.4 North Segment***

##### ***Alternative N1***

Alternative N1 (Exhibit 7) includes a near west Watertown bypass corridor. This alternative would follow the existing alignment of STH 26 until about 0.5-miles (0.8-km) south of Watertown. The alignment would then head northwest and cross the Rock River. The route would turn north and cross STH 19 approximately 2000 feet east of CTH K, then curve east near the northwest Watertown corporate limits, and return to the existing alignment at the existing STH 26/STH 16 interchange. This alternative would continue north along the existing roadway until the northern project terminus at STH 60-East, which would be realigned to connect with STH 60-West.

##### ***Alternative N2***

Alternative N2 (Exhibit 7) includes a near east Watertown bypass corridor that extends along the existing STH 16-bypass corridor in the northeast portion of the city. This alternative would follow the existing alignment of STH 26 until about 0.5-miles (0.8-km) south of Watertown, where it would leave the existing alignment and head east. The alignment would then turn northeast, join STH 16 near Gopher Hill Road, and follow the existing STH 16 corridor to the northwest. The alternative would return to the STH 26 alignment at the existing STH 26/STH 16 interchange, then continue north along the existing roadway until the northern project terminus at STH 60-East, which would be realigned to connect with STH 60-West.

#### **D.2.3 Preferred Alternative**

The Preferred Alternative (Exhibit 8) for the South Segment is identified as Alternative S3, which includes an east bypass of the City of Milton. The Preferred Alternative uses the existing four-lane section of STH 26 between CTH Y north of Janesville and Town Line Road south of Milton. This 3.9 mile (6.3 km) section was improved in 1999 from a two-lane rural roadway to a four-lane divided highway having expressway access standards. Additional lanes or capacity improvements for this section are not part of this project, however, access modifications are planned for this section that will preserve the functionality of the highway and will permit the route to operate safely as traffic volumes increase. Exhibit 8 shows the location of the Preferred Alternative.

Based on comments on the DEIS from review agencies, Alternative S3 was subsequently modified from north of Milton to CTH N and resulted in a shift of the corridor alignment about 2000 feet (610 m) to the east of existing STH 26. Additional adjustments made to Alternative S3 include the following:

- Several changes and improvements to the local roads and connections to STH 26 for access management are planned between Janesville and Milton. The connection of County Road Y with STH 26 near IH 39/90 is being closed for safety reasons. County Road Y is being relocated to a new interchange connection near McCormick Drive. McCormick Drive will be closed at STH 26 with new access planned from the interchange. A new interchange is planned at Harmony Town Hall Road, and Harmony Town Hall Road will be extended 0.5 mi (0.8 km) north to Town Line Road. An overpass bridge at STH 26 will connect the east and west segments of Town Line Road. Finally, an extension of Henke Road from Town Line Road northerly to existing STH 26 and St. Mary's Road is planned.



- North of Milton at Klug Road, cul-de-sacs will be constructed on the east and west sides of proposed STH 26, and a new connector road constructed to the south to Bower's Lake Road for local access.
- South of Ft. Atkinson, Pond Road will be connected to Koshkonong Lake Road with an overpass bridge. Two low speed "jug handle" ramps will be constructed at this location to allow right in and right out only on STH 26.

The Preferred Alternative (Exhibit 8) for the Central Segment is identified as Alternative C2(a), which includes a west bypass of the City of Jefferson. It was indicated in the Draft EIS and shown at the public hearing that if Alternative C2(a) was selected as a Preferred Alternative, it could incorporate the Alternative C1 alignment between Business 26 at Ft. Atkinson and CTH W to maintain a local road connection between Ft. Atkinson and Jefferson. The Alternative C2(a) incorporates this change. Alternative C2(a) has also been modified to include a structure crossing of I-94 about 1200 feet (366 m) east of existing STH 26. The bridge crossing over I-94 would connect existing Waldmann Lane on the north with existing Spring Lane on the south.

The Preferred Alternative (Exhibit 8) for the North Segment is identified as Alternative N1, which includes a west bypass of the City of Watertown. Since publication of the DEIS, Alternative N1 has been modified as follows:

- Just south of Watertown, a new local road connecting Horseshoe Road to County Road A and County Road Y is proposed.
- The second change reduces the size of the north interchange for Watertown. A diamond interchange is now proposed at the current intersection of STH 16 and Church Street (existing STH 26), and a second interchange is proposed west of Church Street that will only handle traffic movement between STH 16 and STH 26.
- The third change is north of Watertown in the area between Second Street and County Road JM. STH 26 is being adjusted slightly to the east into the space occupied by the now vacant Kolb-Lena cheese factory building. The existing highway between Five-Mile Road and County Road JM will remain in place as a frontage road. The frontage road will be extended south to Second Street.

### **D.3 DISPLACEMENTS**

Residential and business displacements associated with the proposed alternatives are summarized in [Table D.3](#).

**TABLE D.3**  
**SUMMARY OF DISPLACEMENTS**

Alternative	Resident		Business	Total
	Owner	Tenant		
S2	7	40	2	49
S3 (Preferred)	15	0	4	19
C1	9	0	2	11
C2	5	0	3	8
C2(a) (Preferred)	4	0	2	6
C2(b)	10	0	5	15
C3	11	2	1	14
C4	6	0	0	6
N1 (Preferred)	19	0	1	20
N2	24	0	6	30

#### D.4 DIVISIVE OR DISRUPTIVE EFFECTS

There appears to be no unusual circumstances regarding the residential or business relocations. This project will have a minimal effect on the communities that are left behind after the relocation process is complete.

With the exception of construction time, no significant disruption effects should exist. No known concurrent relocation projects are underway or planned in this area by either city, state, or county that would affect the availability of either business or residential replacement sites. No known concentrations of predominant ethnic minority, elderly, or handicapped people are located within the study area.

#### D.5 RELOCATION ASSISTANCE INFORMATION

The acquisition and relocation program will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. This provides for payment of just compensation for property acquired for a federal-aid project. In addition to acquisition price, the relocation program covers supplemental replacement costs, moving expenses, increased rental or mortgage payments, closing costs, and other valid relocation costs. No person will be displaced unless a comparable replacement dwelling or business location, or other compensation where a suitable replacement business location is not practicable, is provided. All the above resources are available to all displacees without discrimination.

Before the initiation of any property acquisition activities, members of the WisDOT Real Estate Section will contact the property owners and tenants to explain the details of the acquisition process and Wisconsin's Eminent Domain Law under Wisconsin Statutes 32.05 and 32.19. Each relocatee will be interviewed by the relocation agent for the purpose of determining their needs, desires, and possible problems. One or more professional appraisers will inspect any property acquired. Property owners may accompany the appraiser during the inspection. Provisions for independent property owner appraisals are also provided. Based on the appraisal(s) made, the value of the property would be determined and that amount offered to the owner.

At this time there is no indication that any unusual relocation problems exist on this project, which would require special relocation advisory services. Should a problem develop, those special services needed will be provided.

At this time there is no indication of insufficient housing being available for the relocations of this project. Therefore, no special program is required.

## D.6 DETAILED STUDY ALTERNATIVES

### D.6.1 Estimate of Residential and Business Displacements

#### D.6.1.1 Description of Residential Relocations

The population characteristics of the study area from the 1990 US Census are listed below in [Table D.6.1.1](#). These characteristics are estimated to be typical of the displacements that would occur from the project alternatives.

TABLE D.6.1.1 POPULATION CHARACTERISTICS OF STUDY AREA (1990 US Census)						
Location	Population	% Non-Hispanic White	% Non-White	% Over 65	Median Number of People per Household	Median Value of Single-Family Homes
<b>Portions of Rock County in Study Area</b>						
Rural <sup>1</sup>	15,966	97.5%	2.5%	11.5%	2.70 – 3.05	\$60,900 – \$83,400
Urban <sup>2</sup>	60,821	97.5%	2.5%	12.4%	2.41 – 2.65	\$45,200 – \$56,000
<b>Portions of Jefferson County in Study Area</b>						
Rural <sup>3</sup>	26,459	98.3%	1.7%	11.8%	2.54 – 3.14	\$54,200 – \$81,600
Urban <sup>4</sup>	38,778	97.2%	2.8%	14.5%	2.51 – 2.76	\$54,600 – \$76,800
<b>Portions of Dodge County in Study Area</b>						
Rural <sup>5</sup>	6,241	99.3%	0.7%	11.0%	2.88 – 3.28	\$53,800 – \$64,300
Urban <sup>6</sup>	2,322	97.8%	2.2%	14.5%	2.60 – 2.73	\$31,800 – \$55,000

<sup>1</sup>Includes the Towns of Fulton, Harmony, Janesville, La Prairie, Lima, Milton and Rock.

<sup>2</sup>Includes the Cities of Edgerton, Janesville, and Milton.

<sup>3</sup>Includes the Towns of Aztalan, Cold Spring, Concord, Farmington, Hebron, Ixonia, Jefferson, Koshkonong, Lake Mills, Milford, Oakland, Palmyra, Sullivan, Sumner, Waterloo, and Watertown.

<sup>4</sup>Includes the Villages of Johnson Creek, Palmyra, and Sullivan; and includes the Cities of Fort Atkinson, Jefferson, Lake Mills, Waterloo, and Watertown.

<sup>5</sup>Includes the Towns of Clyman, Hustisford, Lebanon, Lowell, and Shields.

<sup>6</sup>Includes the Villages of Clyman, Hustisford, Lowell, and Reeseville.

The number and estimated type of residential relocations are described below for each of the project detailed study alternatives. The number of bedrooms is only an estimate at this time, as no interior inspections were conducted. The price range of single-family homes to be relocated represents the typical price range of homes in the area in the year 2000, as no individual appraisals were conducted. The locations of the relocations for detailed study alternatives are shown in Exhibit 5 for the south segment, Exhibit 6 for the central segment, and Exhibit 7 for the north segment.

## **South Segment**

### ***Alternative S2***

Forty-seven residential relocations would be required for Alternative S2. Seven of these relocations are single-family homes consisting primarily of 2 and 3-bedroom homes in the typical price range of the area ranging from \$70,000 to \$160,000. Forty of the residential relocations are located in five 8-unit rental apartment complexes. The rental apartments are two-bedroom apartments with rent approximately \$450 per month.

### ***Alternative S3***

Eleven residential relocations would be required for Alternative S3. The residential relocations are owner-occupied single-family homes. Four of these residential relocations come from a new rural subdivision called "The Reserve" subdivision, northeast of Milton. The homes in this new subdivision represent 3 or more bedroom owner-occupied single-family residences with above average home prices for the area ranging from \$250,000 to \$350,000. The other seven residential relocations represent 2 and 3-bedroom single-family owner-occupied houses in typical price ranges for the area ranging from \$70,000 to \$160,000.

## **Central Segment**

### ***Alternative C1***

Nine residential relocations would be required for Alternative C1. The residential relocations represent 2 and 3-bedroom single-family owner-occupied houses in the typical price range for the area ranging from \$65,000 to \$170,000.

### ***Alternative C2***

Five residential relocations would be required for Alternative C2. The residential relocations represent 2 and 3-bedroom single-family owner-occupied houses in typical price ranges for the area ranging from \$65,000 to \$170,000.

### ***Alternative C2(a) and C2(b)***

The two slight modifications of Alternative C2 west of the City of Jefferson, referred to as C2(a) and C2(b), have a higher number of relocation impacts as compared to Alternative C2. C2(a) would require a total of five residential relocations. C2(b) would require a total of ten residential relocations. The

residential relocations represent 2 and 3-bedroom single-family owner-occupied houses in typical price ranges for the area ranging from \$65,000 to \$170,000.

#### ***Alternative C3***

Thirteen residential relocations would be required for Alternative C3. Eleven residential relocations represent 2 and 3-bedroom single-family owner-occupied houses in typical price ranges for the area ranging from \$65,000 to \$170,000 and two relocations are group homes owned by St. Coletta of Wisconsin.

#### ***Alternative C4***

Six residential relocations would be required for Alternative C4. The residential relocations represent 2 and 3-bedroom single-family owner-occupied houses in typical price ranges for the area ranging from \$65,000 to \$170,000.

### **North Segment**

#### ***Alternative N1***

Nineteen residential relocations would be required for Alternative N1. Eighteen of the residential relocations represent 2 and 3-bedroom single-family owner-occupied houses in typical price ranges for the area ranging from \$75,000 to \$165,000. One residential relocation represents a 3 or more bedroom single-family home with above average price range for the area ranging from \$250,000 to \$350,000. Five of these relocations would also be required under Alternative N2.

#### ***Alternative N2***

Twenty-four residential relocations would be required for Alternative N2. The residential relocations represent 2 and 3-bedroom single-family owner-occupied houses in typical price ranges for the area ranging from \$75,000 to \$165,000. Five of these relocations are also required under Alternative N1.

#### ***D.6.1.2 Description of Replacement Housing***

The following summarizes the available housing in the study area. Currently in the year 2000, an adequate supply of replacement housing is available. With the current growth and development within the study area, it appears that replacement housing would also be available during the acquisition period. Because of the long-term construction schedule (2008 or beyond), WisDOT may consider requests for early acquisition. To the extent practicable, properties involving relocations may be acquired as they become available, and in view of replacement housing availability.

#### ***Single-Family Houses***

A survey of comparable replacement housing was made for each of the three project segments to determine whether or not replacement housing is available for the persons to be displaced. All residential properties were assumed to be owner occupied unless identified as rental property or apartments. Information was based on data contained in classified advertisements and on the internet along and surrounding the STH 26 corridor. Residences that are part of farming operations would likely be re-established on the farmstead.

Table D.6.1.2-1 lists the adequate replacement housing available in the project area in the year 2000. The maximum estimated number of single-family homes to be displaced along the entire corridor is 46. As shown below in Table D.6.1.2-2, the number of available single-family homes is greater than the maximum number of displacements along the entire corridor for the typical price ranges. An adequate supply of housing appears to be currently available.

<b>TABLE D.6.1.2-1 AVAILABLE REPLACEMENT HOUSING Single-Family Homes For Sale (April 2000)</b>			
<b>Price Range</b>	<b>2 Bedrooms</b>	<b>3 Bedrooms</b>	<b>4 Bedrooms</b>
\$60,000 – \$69,999	6	2	0
\$70,000 – \$79,999	9	3	0
\$80,000 – \$89,999	6	4	0
\$90,000 – \$99,999	1	9	0
\$100,000 – \$109,999	4	6	1
\$110,000 – \$119,999	6	19	2
\$120,000 – \$150,000	4	13	9
\$150,000 - \$180,000	10	40	30
\$180,000 - \$400,000	0	24	16
<b>Totals</b>	<b>46</b>	<b>120</b>	<b>58</b>

Source: Classified Advertisements and Multiple Listing Service

<b>TABLE D.6.1.2-2 MAXIMUM ESTIMATED NUMBER OF DISPLACEMENTS VS. AVAILABLE REPLACEMENT HOUSING Single-Family Homes (April 2000)</b>		
<b>Price Range</b>	<b>Maximum Number of Estimated Displacements for Project</b>	<b>Available Replacement 2 to 4-Bedroom Housing</b>
\$60,000 – \$180,000	41	184
\$180,000 – \$400,000	5	40

### ***Rental Units and Group Homes***

Houses and apartments in the study area generally rent from a low of \$200 to a high of \$1,000 per month in the year 2000. The average rent for a two bedroom or three bedroom rental unit is \$600 and \$700 per month, respectively. Tables D.6.1.2-3 and D.6.1.2-4 list the available apartment and housing rental units.

It appears that comparable replacement rental units will be available during the acquisition period for this project. Along Alternative S2, five 8-unit rental apartment complexes would be impacted. The rental apartments are two-bedroom apartments with rent approximately \$450 per month. Currently, 53 two-bedroom apartments are available in the similar price range to accommodate the 40 rental tenants.

Along Alternative C3 east of Jefferson, two group homes owned by St. Coletta of Wisconsin would have to be relocated. Since it is unlikely that these individuals could be relocated to comparable housing on the St. Coletta property, it is anticipated that two new group homes would have to be constructed. At this time it appears that property is available on the St. Coletta campus for the construction of these group homes.

<b>TABLE D.6.1.2-3 AVAILABLE APARTMENT RENTAL UNITS</b>		
<b>Price Range</b>	<b>2 Bedrooms</b>	<b>3 Bedrooms</b>
\$200 - \$400	3	0
\$400 - \$600	53	24
\$600 - \$800	54	14
\$800 - \$1000	18	11
Totals	128	49

<b>TABLE D.6.1.2-4 AVAILABLE HOUSE RENTAL UNITS</b>		
<b>Price Range</b>	<b>2 Bedrooms</b>	<b>3 Bedrooms</b>
\$200 - \$400	11	1
\$400 - \$600	197	8
\$600 - \$800	197	66
\$800 - \$1000	57	38
Totals	462	113

Source: Classified Advertisements

#### **D.6.1.3 Description of Business Relocations and Available Sites**

Business displacements are estimated to occur with the project detailed study alternatives as described below. This information was based upon a field survey and personal interviews with the businesses potentially affected by an alternative. Currently in the year 2000, adequate space for business relocations is available. With the current growth and development within the study area, it appears that replacement of businesses would also be available during the acquisition period. The general effect of the business relocations on the local economy is expected to be minimal as most of the businesses would likely relocate and become reestablished in the community.

With the exception of the greenhouse under Alternative C3, the remaining business displacements have no known age, ethnic, minority, or handicapped characteristics that would require special consideration.

## **South Segment**

### ***Alternative S2***

There are a total of two businesses that would be affected by Alternative S2: a tool manufacturing shop and a supper club.

The tool manufacturing shop is located on the east end of the City of Milton's industrial park on STH 59. The property is zoned industrial. The shop employs 18 full-time employees and 1 part-time employee. The city has recently acquired property immediately south of STH 59 for expansion of their existing industrial park, and there would be several sites available within the industrial park for relocation of the shop.

The supper club is located at the intersection of STH 26 and CTH N in the Town of Milton. The club is situated in a rural setting, and employs 4 full-time and 8 part-time employees. The owner indicates that he would like to relocate in the same area since many of his patrons are from a localized area surrounding the club that also includes the resort areas of Lake Koshkonong. Currently, there is a vacant supper club tavern west on CTH N and along Lake Koshkonong that would be a suitable relocation site. In addition, there are at least 2 other commercial sites in the area.

It is anticipated that there would not be any adverse affect on the local economy due to the relocation of these businesses.

### ***Alternative S3***

Alternative S3 would affect the same two businesses as described above under Alternative S2.

## **Central Segment**

### ***Alternative C1***

There are a total of two businesses that will be affected by Alternative C1: a concrete plant and a tavern.

The concrete plant is located at the intersection of STH 89 (south) and USH 18 in the Town of Jefferson just west of the City of Jefferson. The plant is one of several concrete plants owned by the same company in the area, and employs 14 full-time employees and 1 part-time employee. There is vacant land adjacent to the concrete plant that would be suitable for relocation.

The tavern is located at the intersection of STH 26 and Junction Road in the Town of Aztalan just north of the City of Jefferson. The tavern is in a rural setting, and employs 3 full-time and 5 part-time employees. The owner has recently acquired 7 acres nearby on which he plans to relocate and expand their business.

It is anticipated that there would not be any adverse affect on the local economy due to the relocation of these businesses.

### ***Alternative C2***

There are a total of three businesses that would be affected by Alternative C2: a flooring store, a used car sales lot, and a tavern.



The flooring store is located on STH 26 in the Town of Jefferson about one-quarter mile south of the City of Jefferson. The owner-occupied store employs 1 full-time employee and 1 part-time employee. There are 3 to 4 vacant parcels of land zoned commercial in the area that would be suitable sites for relocation.

The used car sales lot is adjacent to the flooring store on STH 26 described above. The owner-occupied business employs 2 full-time and 2 part-time employees. There are 3 to 4 vacant parcels of land zoned commercial in the area that would be suitable sites for relocation.

The tavern is described above under Alternative C1.

It is anticipated that there would not be any adverse affect on the local economy due to the relocation of these businesses.

#### ***Alternative C2(a)***

There are a total of four businesses that would be affected by Alternative C2(a): a flooring store, a used car sales lot, a tavern, and a farm implement lot.

The flooring store, used car sales lot, and the tavern are described above under Alternative C2.

The farm implement lot is located in the Town of Jefferson on USH 18 just west of the City of Jefferson. The owner-occupied business employs 5 full-time and 1 part-time employees. The owner has vacant land adjacent to the business that would be a suitable site for relocation.

It is anticipated that there would not be any adverse affect on the local economy due to the relocation of these businesses.

#### ***Alternative C2(b)***

There are a total of five businesses that would be affected by Alternative C2(b): a flooring store, a used car sales lot, a tavern, a church, and a resale shop.

The flooring store, used car sales lot, and the tavern are described above under Alternative C2.

The church is located on USH 18 in the City of Jefferson. The non-profit business employs 1 full-time and 2 part-time employees. There are 4 to 5 vacant parcels of land of adequate size in the surrounding area that would be suitable as relocation sites.

The resale shop is located on USH 18 in the City of Jefferson. The shop employs 2 full-time and 1 part-time employees. There are 2 to 3 vacant buildings in the surrounding area that would be suitable relocation sites.

It is anticipated that there would not be any adverse affect on the local economy due to the relocation of these businesses.

#### ***Alternative C3***

There is a total of one business that would be affected by Alternative C3: a greenhouse.

The greenhouse is located on the north side of USH 18 just east of the City of Jefferson. The greenhouse employs 7 full-time and 10 part-time employees. The relocation of the greenhouse may need special consideration relating to the location of the business. This business is owned and operated by St. Coletta of Wisconsin, an adult service agency that provides for the needs (schooling, medical care, training, work, etc.) of adult developmentally disabled individuals, and some of the assistants are St. Coletta residents. The greenhouse would need to be relocated on or near the St. Coletta property in order to remain in close proximity to its residents. St. Coletta officials have indicated they have property available for relocation.

It is anticipated that there would not be any adverse affect on the local economy due to the relocation of these businesses.

#### ***Alternative C4***

There are no businesses that would be affected by Alternative C4.

#### **North Segment**

##### ***Alternative N1***

There are a total of seven businesses that would be affected by Alternative N1: a monument company, a truck maintenance shop, an automobile repair shop, a bar fixture store, an electrical components shop, a motel, and a heating and ventilation company.

The monument company (grave markers) is located in the Town of Watertown on STH 26 about one-quarter mile south of the City of Watertown. This location is one of several sites owned by the company in the midwest, and is the only site that is involved with the production of the monuments. The company employs 10 full-time and 10 part-time employees at this site. The owner would like to stay in the general area, and is currently examining property south of the existing site to which he plans to relocate.

The truck maintenance shop is located in the Town of Watertown on CTH Y south of the City of Watertown. This shop is a small maintenance and repair shop for trucks owned by a recycling company whose main facility is located in the City of Watertown (not affected by this project). The shop employs 1 full-time employee and 1 part-time employee. There are 3 to 4 vacant parcels of land in the area suitable for relocation sites.

The used car shop is located on Church Street (STH 26) in the City of Watertown. The shop employs 2 part-time employees. The small shop repairs older cars (generally one or two at a time) for resale. There are 4 to 5 parcels of land in the city suitable as relocation sites.

The bar fixture store is located on Church Street (STH 26) in the City of Watertown. The small store employs 1 full-time employee and 1 part-time employee. There is no inventory located at the site, and all orders are special orders delivered directly to a job site. There are no special requirements or needs for relocation of the business. There are 4 to 5 parcels of land in the city suitable as relocation sites.

The electrical components shop is located on Church Street (STH 26) in the City of Watertown. The shop has 1 full-time employee. This business is reducing its inventory and is expected to close down operations in the near future.

The heating and ventilation company is located on Church Street (STH 26) in the City of Watertown. The company has 8 full-time employees. The site is used for outside storage of trucks and equipment only, and no repairs are conducted at this location. The relocation of the business will require adequate outside storage space requirements. There are several vacant parcels in the city's industrial park that are suitable as relocation sites.

The motel is located in the Town of Emmet on STH 26 near the interchange of STH 16 just north of the City of Watertown. The motel has 2 full-time employees. The owners have indicated they own land adjacent to the motel and plan to relocate their business to that location.

It is anticipated that there would not be any adverse affect on the local economy due to the relocation of these businesses.

### ***Alternative N2***

There are a total of six businesses that will be affected by Alternative N2: a monument company, two motels, a warehouse storage business, a tavern, and a molding company.

The monument company is described above under Alternative N1.

One motel is described above under Alternative N1.

The second motel is located along STH 16 on the northeast side of the City of Watertown. The motel employs 1 full-time and 3 part-time employees. The owners have indicated they would like to get out of the motel business, and it is unlikely they would want to relocate to another site.

The warehouse storage business is located along STH 16 on the northeast side of the City of Watertown. The business is a storage building for a local bicycle maker, and employs 1 full-time employee. There are several vacant parcels of land in the city's industrial park suitable as relocation sites.

The tavern is located in the Town of Emmet on STH 26 just south of Kiln Road. The tavern is in a rural setting, and employs 1 full-time and 2 part-time employees. The owner would like to stay north of the City of Watertown in a rural setting. There are 1-2 vacant parcels of land north of the city zoned commercial that are suitable relocation sites.

The molding company is located in the Town of Emmet on STH 26 just south of Kiln Road. The company manufactures molding products at a separate site in the City of Watertown. This specific site is one of several storage shed sites used by the company as a storage facility for their products, and has no employees on site. There are several vacant parcels of land in the city's industrial park suitable as relocation sites.

It is anticipated that there would not be any adverse affect on the local economy due to the relocation of these businesses.

## **D.6.2 Inventory of Residential and Business Relocation Costs**

Summaries of the residential and business relocation costs are shown below for each of the detailed study alternatives: S2 and S3 in the south segment; C1, C2, C2(a), C2(b), C3, and C4 in the central segment; and N1 and N2 in the north segment. The estimated residential and business displacements are based on

preliminary information regarding roadway width and location relative to abutting properties. As more detailed geometric and profile data become available during the project's engineering phase, the actual number of displacements may change.

The "fair market value" of the property being purchased is included in the real estate costs of each alternative (see Table 2.2.3) and is not included as a relocation cost. However, in order to find comparable replacement property in the area, a supplemental replacement cost is provided. Supplemental replacement cost is the additional cost above the "fair market value" of the property to find comparable replacement property (home or business) in the area. Residential relocation costs primarily include supplemental replacement, moving, and interest/closing costs. Business relocation costs primarily include supplemental replacement and moving costs.

### Alternative S2 (South Segment):

#### Estimate of Residential Relocation Costs

Occupancy/Type	Number Of Units	Supplemental Replacement Cost	Total
Owner/Single Family	7	\$ 25,000.00	\$ 175,000.00
Tenant/Single Family	40	\$ 8,000.00	\$ 320,000.00
<hr/>			
		Moving Cost	Total
Single Family	47	\$ 1,050.00	\$ 49,350.00
<hr/>			
		Interest/Closing Cost	Total
Owner/Single Family	7	\$ 3,000.00	\$ 21,000.00
<hr/>			
Total Residential Relocation Costs			<b>\$ 565,350.00</b>

#### Estimate of Business Relocation Costs

	Supplemental Replacement Cost	Moving Cost
Supper Club	\$50,000.00	\$3,000.00
Tool Manufacturer	\$30,000.00	\$15,000.00
	<hr/>	<hr/>
	\$80,000.00	\$18,000.00
Total Business Relocation Costs		<b>\$98,000.00</b>

#### Summary of Relocation Costs (2000 dollars)

<b>Residential (47 relocations)</b>	<b>\$ 565,350.00</b>
<b>Business (2 relocations)</b>	<b>\$98,000.00</b>
<hr/>	
<b>S2 Total Relocation Costs</b>	<b>\$ 663,350.00</b>

### Alternative S3 (South Segment):

#### Estimate of Residential Relocation Costs

Occupancy/Type	Number Of Units	Supplemental Replacement Cost	Total
Owner/Single Family	11	\$ 25,000.00	\$ 275,000.00
Tenant/Single Family	0	\$ 8,000.00	\$ -
<hr/>			
Moving Cost		Moving Cost	Total
Single Family	11	\$ 1,050.00	\$ 11,550.00
<hr/>			
		Interest/Closing Cost	Total
Owner/Single Family	11	\$ 3,000.00	\$ 33,000.00
<hr/>			
Total Residential Relocation Costs			<b>\$ 319,550.00</b>

#### Estimate of Business Relocation Costs

	Supplemental Replacement Cost	Moving Cost
Supper Club	\$50,000.00	\$3,000.00
Tool Manufacturer	\$30,000.00	\$15,000.00
	<hr/>	<hr/>
	\$80,000.00	\$18,000.00
<hr/>		
Total Business Relocation Costs		<b>\$98,000.00</b>

#### Summary of Relocation Costs (2000 dollars)

Residential (11 relocations)	<b>\$ 319,550.00</b>
Business (2 relocations)	<b>\$98,000.00</b>
<hr/>	
<b>S3 Total Relocation Costs</b>	<b>\$ 417,550.00</b>

### Alternative C1 (Central Segment):

#### Estimate of Residential Relocation Costs

Occupancy/Type	Number Of Units	Supplemental Replacement Cost	Total
Owner/Single Family	9	\$ 25,000.00	\$ 225,000.00
Tenant/Single Family	0	\$ 8,000.00	\$ -
<hr/>			
		Moving Cost	Total
Single Family	9	\$ 1,050.00	\$ 9,450.00
<hr/>			
		Interest/Closing Cost	Total
Owner/Single Family	9	\$ 3,000.00	\$ 27,000.00
<hr/>			
Total Residential Relocation Costs			<b>\$ 261,450.00</b>

#### Estimate of Business Relocation Costs

	Supplemental Replacement Cost	Moving Cost
Concrete Plant	\$50,000.00	\$100,000.00
Tavern	\$50,000.00	\$3,000.00
	<hr/>	<hr/>
	\$100,000.00	\$103,000.00
<hr/>		
Total Business Relocation Costs		<b>\$203,000.00</b>

#### Summary of Relocation Costs (2000 dollars)

Residential (9 relocations)	<b>\$ 261,450.00</b>
Business (2 relocations)	<b>\$203,000.00</b>
<hr/>	
<b>C1 Total Relocation Costs</b>	<b>\$ 464,450.00</b>

## Alternative C2 (Central Segment):

### Estimate of Residential Relocation Costs

Occupancy/Type	Number Of Units	Supplemental Replacement Cost	Total
Owner/Single Family	5	\$ 25,000.00	\$ 125,000.00
Tenant/Single Family	0	\$ 8,000.00	\$ -
		<b>Moving Cost</b>	<b>Total</b>
Single Family	5	\$ 1,050.00	\$ 5,250.00
		<b>Interest/Closing Cost</b>	<b>Total</b>
Owner/Single Family	5	\$ 3,000.00	\$ 15,000.00
Total Residential Relocation Costs			<b>\$ 145,250.00</b>

### Estimate of Business Relocation Costs

	Supplemental Replacement Cost	Moving Cost
Tavern	\$50,000.00	\$3,000.00
Flooring Store	\$30,000.00	\$1,200.00
Used Car Sales	\$30,000.00	\$1,500.00
	<b>\$110,000.00</b>	<b>\$5,700.00</b>
Total Business Relocation Costs		<b>\$115,700.00</b>

### Summary of Relocation Costs (2000 dollars)

Residential (5 relocations)	<b>\$ 145,250.00</b>
Business (3 relocations)	<b>\$115,700.00</b>
<b>C2 Total Relocation Costs</b>	<b>\$ 260,950.00</b>

## Modification Alternative C2(a) (Central Segment):

### Estimate of Residential Relocation Costs

Occupancy/Type	Number Of Units	Supplemental Replacement Cost	Total
Owner/Single Family	5	\$ 25,000.00	\$ 125,000.00
Tenant/Single Family	0	\$ 8,000.00	\$ -
		<b>Moving Cost</b>	<b>Total</b>
Single Family	5	\$ 1,050.00	\$ 5,250.00
		<b>Interest/Closing Cost</b>	<b>Total</b>
Owner/Single Family	5	\$ 3,000.00	\$ 15,000.00
Total Residential Relocation Costs			<b>\$ 145,250.00</b>

### Estimate of Business Relocation Costs

	Supplemental Replacement Cost	Moving Cost
Tavern	\$50,000.00	\$3,000.00
Flooring Store	\$30,000.00	\$1,200.00
Used Car Sales	\$30,000.00	\$1,500.00
Farm Implement Sales	\$30,000.00	\$5,000.00
	<b>\$140,000.00</b>	<b>\$10,700.00</b>
Total Business Relocation Costs		<b>\$150,700.00</b>

### Summary of Relocation Costs (2000 dollars)

Residential (5 relocations)	<b>\$ 145,250.00</b>
Business (4 relocations)	<b>\$150,700.00</b>
<b>C2(a) Total Relocation Costs</b>	<b>\$ 295,950.00</b>

## Modification Alternative C2(b) (Central Segment):

### Estimate of Residential Relocation Costs

Occupancy/Type	Number Of Units	Supplemental Replacement Cost	Total
Owner/Single Family	10	\$ 25,000.00	\$ 250,000.00
Tenant/Single Family	0	\$ 8,000.00	\$ -
<hr/>			
		Moving Cost	Total
Single Family	10	\$ 1,050.00	\$ 10,500.00
<hr/>			
		Interest/Closing Cost	Total
Owner/Single Family	10	\$ 3,000.00	\$ 30,000.00
<hr/>			
Total Residential Relocation Costs			<b>\$ 290,500.00</b>

### Estimate of Business Relocation Costs

	Supplemental Replacement Cost	Moving Cost
Tavern	\$50,000.00	\$3,000.00
Flooring Store	\$30,000.00	\$1,200.00
Used Car Sales	\$30,000.00	\$1,500.00
Church	\$50,000.00	\$3,000.00
Resale Store	\$30,000.00	\$1,200.00
	<hr/>	<hr/>
	\$190,000.00	\$9,900.00
<hr/>		
Total Business Relocation Costs		<b>\$199,900.00</b>

### Summary of Relocation Costs (2000 dollars)

Residential (5 relocations)	<b>\$ 290,500.00</b>
Business (3 relocations)	<b>\$199,900.00</b>
<hr/>	
C2(b) Total Relocation Costs	<b>\$ 490,400.00</b>

## Alternative C3 (Central Segment):

### Estimate of Residential Relocation Costs

Occupancy/Type	Number Of Units	Supplemental Replacement Cost	Total
Owner/Single Family	11	\$ 25,000.00	\$ 275,000.00
Tenant/Single Family	2	\$ 8,000.00	\$ 16,000.00
<hr/>			
		Moving Cost	Total
Single Family	13	\$ 1,050.00	\$ 13,650.00
<hr/>			
		Interest/Closing Cost	Total
Owner/Single Family	13	\$ 3,000.00	\$ 39,000.00
<hr/>			
Total Residential Relocation Costs			<b>\$ 327,650.00</b>

### Estimate of Business Relocation Costs

	Supplemental Replacement Cost	Moving Cost
Greenhouse	\$50,000.00	\$8,000.00
<hr/>		
Total Business Relocation Costs		<b>\$58,000.00</b>

### Summary of Relocation Costs (2000 dollars)

Residential (13 relocations)	<b>\$ 327,650.00</b>
Business (1 relocation)	<b>\$58,000.00</b>
<hr/>	
C3 Total Relocation Costs	<b>\$ 385,650.00</b>

### Alternative C4 (Central Segment):

#### Estimate of Residential Relocation Costs

Occupancy/Type	Number Of Units	Supplemental Replacement Cost	Total
Owner/Single Family	6	\$ 25,000.00	\$ 150,000.00
Tenant/Single Family	0	\$ 8,000.00	\$ -

		Moving Cost	Total
Single Family	6	\$ 1,050.00	\$ 6,300.00

Interest/Closing Cost		Interest/Closing Cost	Total
Owner/Single Family	6	\$ 3,000.00	\$ 18,000.00

Total Residential Relocation Costs **\$ 174,300.00**

#### Estimate of Business Relocation Costs

None

Total Business Relocation Costs **\$ -**

#### Summary of Relocation Costs (2000 dollars)

**Residential (6 relocations) \$ 174,300.00**  
**Business (None) \$0.00**

**C4 Total Relocation Costs \$ 174,300.00**

### Alternative N1 (North Segment):

#### Estimate of Residential Relocation Costs

Occupancy/Type	Number Of Units	Supplemental Replacement Cost	Total
Owner/Single Family	19	\$ 25,000.00	\$ 475,000.00
Tenant/Single Family	0	\$ 8,000.00	\$ -

		Moving Cost	Total
Single Family	19	\$ 1,050.00	\$ 19,950.00

Interest/Closing Cost		Interest/Closing Cost	Total
Owner/Single Family	19	\$ 3,000.00	\$ 57,000.00

Total Residential Relocation Costs **\$ 551,950.00**

#### Estimate of Business Relocation Costs

	Supplemental Replacement Cost	Moving Cost
Monument Company	\$50,000.00	\$20,000.00
Truck Maintenance Shop	\$50,000.00	\$5,000.00
Automotive Repair Shop	\$30,000.00	\$2,000.00
Bar Fixture Store	\$50,000.00	\$1,500.00
Electrical Components	\$30,000.00	\$1,200.00
Motel	\$50,000.00	\$13,000.00
HVAC Company	\$30,000.00	\$30,000.00
	<b>\$290,000.00</b>	<b>\$72,700.00</b>

Total Business Relocation Costs **\$362,700.00**

#### Summary of Relocation Costs (2000 dollars)

**Residential (19 relocations) \$ 551,950.00**  
**Business (7 relocations) \$ 362,700.00**

**N1 Total Relocation Costs \$ 914,650.00**



## Alternative N2 (North Segment):

### Estimate of Residential Relocation Costs

Occupancy/Type	Number Of Units	Supplemental Replacement Cost	Total
Owner/Single Family	24	\$ 25,000.00	\$ 600,000.00
Tenant/Single Family	0	\$ 8,000.00	\$ -
<hr/>			
		Moving Cost	Total
Single Family	24	\$ 1,050.00	\$ 25,200.00
<hr/>			
		Interest/Closing Cost	Total
Owner/Single Family	24	\$ 3,000.00	\$ 72,000.00
<hr/>			
Total Residential Relocation Costs			<b>\$ 697,200.00</b>

### Estimate of Business Relocation Costs

	Supplemental Replacement Cost	Moving Cost
Monument Company	\$50,000.00	\$20,000.00
Motel	\$50,000.00	\$13,000.00
Tavern	\$50,000.00	\$5,000.00
Molding Company	\$50,000.00	\$3,000.00
Motel	\$50,000.00	\$13,000.00
Warehouse Storage	\$50,000.00	\$5,000.00
	<b>\$300,000.00</b>	<b>\$59,000.00</b>

Total Business Relocation Costs **\$359,000.00**

### Summary of Relocation Costs (2000 dollars)

Residential (24 relocations)	<b>\$ 697,200.00</b>
Business (6 relocations)	<b>\$359,000.00</b>
<b>N2 Total Relocation Costs</b>	<b>\$ 1,056,200.00</b>

Table D.6.2 summarizes the estimated residential and business relocation costs for detailed study alternatives presented above.

TABLE D.6.2 SUMMARY OF RELOCATION COSTS (2000 Dollars)			
Alternative	Residential Cost	Business Cost	Total Cost
S2	\$565,350	\$98,000	\$663,350
S3	\$319,550	\$98,000	\$417,550
C1	\$261,450	\$203,000	\$464,450
C2	\$145,250	\$115,700	\$260,950
C2(a)	\$145,250	\$150,700	\$295,950
C2(b)	\$290,500	\$199,900	\$490,400
C3	\$327,650	\$58,000	\$385,650
C4	\$174,300	\$0	\$174,300
N1	\$551,950	\$362,700	\$914,650
N2	\$697,200	\$359,000	\$1,056,200

Note: The above costs do not include acquisition cost.

## **D.7 PREFERRED ALTERNATIVE**

### **D.7.1 Estimate of Residential and Business Displacements**

#### ***D.7.1.1 Description of Residential Relocations***

The number and estimated type of residential relocations are described below for the project Preferred Alternative. The number of bedrooms is only an estimate at this time, as no interior inspections were conducted. The price range of single-family homes to be relocated represents the typical price range of homes in the area in the year 2004, as no individual appraisals were conducted. The locations of the relocations for the Preferred Alternative are shown in Exhibit 8 for the south, central, and north segments.

#### **South Segment**

##### ***Alternative S3***

Fifteen residential relocations would be required for Preferred Alternative S3. The residential relocations are owner-occupied single-family homes. Six of these residential relocations come from a new rural subdivision called “The Reserve” subdivision, northeast of Milton. The homes in this new subdivision represent 3 or more bedroom owner-occupied single-family residences with above average home prices for the area ranging from \$250,000 to \$400,000. The other nine residential relocations represent 2 and 3-bedroom single-family owner-occupied houses in typical price ranges for the area ranging from \$70,000 to \$200,000.

#### **Central Segment**

Four residential relocations would be required for Preferred Alternative C2(a). The residential relocations represent 2 and 3-bedroom single-family owner-occupied houses in typical price ranges for the area ranging from \$70,000 to \$200,000.

#### **North Segment**

##### ***Alternative N1***

Nineteen residential relocations would be required for Preferred Alternative N1. The residential relocations represent 2 and 3-bedroom single-family owner-occupied houses in typical price ranges for the area ranging from \$80,000 to \$200,000.

#### ***D.7.1.2 Description of Replacement Housing***

The following summarizes the available housing in the study area. Currently in the year 2004, an adequate supply of replacement housing is available. With the current growth and development within the study area, it appears that replacement housing would also be available during the acquisition period. Because of the long-term construction schedule (2008 or beyond), WisDOT will consider requests for early acquisition. To the extent practicable, properties involving relocations may be acquired as they become available, and in view of replacement housing availability.

### Single-Family Houses

A survey of comparable replacement housing was made for each of the three project segments to determine whether or not replacement housing is available for the persons to be displaced. All residential properties were assumed to be owner occupied unless identified as rental property or apartments. Information was based on data contained in classified advertisements and on the internet along and surrounding the STH 26 corridor. Residences that are part of farming operations would likely be re-established on the farmstead.

Table D.7.1.2-1 lists the adequate replacement housing available in the project area in the year 2004. The maximum estimated number of single-family homes to be displaced along the entire corridor is 38. As shown below in Table D.7.1.2-2, the number of available single-family homes is greater than the maximum number of displacements along the entire corridor for the typical price ranges. An adequate supply of housing appears to be currently available.

<b>TABLE D.7.1.2-1 AVAILABLE REPLACEMENT HOUSING Single-Family Homes For Sale (July 2004)</b>			
<b>Price Range</b>	<b>2 Bedrooms</b>	<b>3 Bedrooms</b>	<b>4 Bedrooms</b>
\$70,000 – \$90,000	3	2	1
\$90,000 – \$110,000	8	7	3
\$110,000 – \$130,000	11	26	3
\$130,000 – \$150,000	3	13	6
\$150,000 – \$175,000	1	14	10
\$175,000 – \$200,000	0	17	6
\$200,000 – \$250,000	1	25	17
\$250,000 - \$300,000	1	16	18
\$300,000 - \$500,000	2	4	9
<b>Totals</b>	<b>30</b>	<b>124</b>	<b>73</b>

Source: Internet and Multiple Listing Service

<b>TABLE D.7.1.2-2 MAXIMUM ESTIMATED NUMBER OF DISPLACEMENTS VS. AVAILABLE REPLACEMENT HOUSING Single-Family Homes (July 2004)</b>		
<b>Price Range</b>	<b>Maximum Number of Estimated Displacements for Project</b>	<b>Available Replacement 2 to 4-Bedroom Housing</b>
\$70,000 – \$250,000	32	177
\$250,000 – \$500,000	6	50

#### ***D.7.1.3 Description of Business Relocations and Available Sites***

Business displacements are estimated to occur with the project Preferred Alternative as described below. This information was based upon a field survey and personal interviews with the businesses potentially affected by the Preferred Alternative. Currently in the year 2004, adequate space for business relocations is available. With the current growth and development within the study area, it appears that replacement of businesses would also be available during the acquisition period. The general effect of the business relocations on the local economy is expected to be minimal as most of the businesses would likely relocate and become reestablished in the community.

Business displacements with the Preferred Alternative have no known age, ethnic, minority, or handicapped characteristics that would require special considerations.

#### **South Segment**

There are a total of four businesses that would be affected by Preferred Alternative S3: a kitchen and bath store, a garden shop and nursery, a tool manufacturing shop and a supper club.

The kitchen and bath store is located at the intersection of STH 26 and McCormick Road in the Town of Harmony near Janesville. The store offers both sales and remodeling services. The store employs 6 full-time employees. There are several sites available in the immediate area for relocation of the store.

The garden shop and nursery is located at the intersection of STH 26 and McCormick Road in the Town of Harmony near Janesville. The retail garden shop is impacted by the proposed project, and the majority of the nursery would remain intact. The business employs 8 full-time employees and 10 part-time employees. There are vacant parcels adjacent and near to the nursery for relocation of the retail shop.

The tool manufacturing shop is located on the east end of the City of Milton's industrial park on STH 59. The property is zoned industrial. The shop employs 18 full-time employees and 1 part-time employee. The city has recently acquired property immediately south of STH 59 for expansion of their existing industrial park, and there would be several sites available within the industrial park for relocation of the shop.

The supper club is located on STH 26 in the Town of Koshkonong. The club is situated in a rural setting, and employs 4 full-time and 8 part-time employees. The owner indicates that she would like to relocate in the same area since many of his patrons are from a localized area surrounding the club that also includes the resort areas of Lake Koshkonong. Currently, there is a vacant supper club tavern west on CTH N and along Lake Koshkonong that would be a suitable relocation site. In addition, there are at least 2 other commercial sites in the area.

It is anticipated that there would not be any adverse affect on the local economy due to the relocation of these businesses.

#### **Central Segment**

There are a total of two businesses that would be affected by Preferred Alternative C2(a): a farm implement lot, and a tavern.

The farm implement lot is located in the Town of Jefferson on USH 18 just west of the City of Jefferson. The owner-occupied business employs 5 full-time and 1 part-time employees. The owner has vacant land adjacent to the business that would be a suitable site for relocation.

The tavern is located at the intersection of STH 26 and Junction Road in the Town of Aztalan just north of the City of Jefferson. The tavern is in a rural setting, and employs 3 full-time and 5 part-time employees. The owner has recently acquired 7 acres nearby on which he plans to relocate and expand their business.

It is anticipated that there would not be any adverse affect on the local economy due to the relocation of these businesses.

### **North Segment**

There is one business that would be affected by Preferred Alternative N1: a monument company.

The monument company (grave markers) is located in the Town of Watertown on STH 26 about one-quarter mile south of the City of Watertown. This location is one of several sites owned by the company in the midwest, and is the only site that is involved with the production of the monuments. The company employs 10 full-time and 10 part-time employees at this site. The owner would like to stay in the general area, and is currently examining property south of the existing site to which he plans to relocate.

It is anticipated that there would not be any adverse affect on the local economy due to the relocation of this business.

### **D.7.2 Inventory of Residential and Business Relocation Costs**

Summaries of the residential and business relocation costs are shown below for the Preferred Alternative: S3 in the south segment; C2(a) in the central segment; and N1 in the north segment. The estimated residential and business displacements are based on preliminary information regarding roadway width and location relative to abutting properties. As more detailed geometric and profile data become available during the project's engineering phase, the actual number of displacements may change.

The "fair market value" of the property being purchased is included in the real estate costs of each alternative (see Table 2.2.3) and is not included as a relocation cost. However, in order to find comparable replacement property in the area, a supplement replacement cost is provided. Supplemental replacement cost is the additional cost above the "fair market value" of the property to find comparable replacement property (home or business) in the area. Residential relocation costs primarily include supplemental replacement, moving, and interest/closing costs. Business relocation costs primarily include supplemental replacement and moving costs.

### Preferred Alternative S3 (South Segment):

#### Estimate of Residential Relocation Costs

Occupancy/Type	Number Of Units	Supplemental Replacement Cost	Total
Owner/Single Family	15	\$25,000	\$375,000
Tenant/Single Family	0	\$8,000	\$0
<hr/>			
Moving Cost		Moving Cost	Total
Single Family	15	\$1,050	\$15,750
<hr/>			
		Interest/Closing Cost	Total
Owner/Single Family	15	\$3,000	\$45,000
<hr/>			
Total Residential Relocation Costs			<b>\$435,750</b>

#### Estimate of Business Relocation Costs

	Supplemental Replacement Cost	Moving Cost
Kitchen & bath store	30,000	3,000
garden store	30,000	5,000
Supper Club	50,000	3,000
Tool Manufacturer	30,000	15,000
	<hr/> 140,000	<hr/> 26,000
Total Business Relocation Costs		<b>\$166,000</b>

#### Summary of Relocation Costs (2004 dollars)

Residential (15 relocations)	<b>\$435,750</b>
Business (4 relocations)	<b>\$166,000</b>
<b>S3 Total Relocation Costs</b>	<b>\$601,750</b>

### Preferred Alternative C2(a) (Central Segment):

#### Estimate of Residential Relocation Costs

Occupancy/Type	Number Of Units	Supplemental Replacement Cost	Total
Owner/Single Family	4	\$25,000	\$100,000
Tenant/Single Family	0	\$8,000	\$0
<hr/>			
		Moving Cost	Total
Single Family	4	\$1,050	\$4,200
<hr/>			
		Interest/Closing Cost	Total
Owner/Single Family	4	\$3,000	\$12,000
<hr/>			
Total Residential Relocation Costs			<b>\$116,200</b>

#### Estimate of Business Relocation Costs

	Supplemental Replacement Cost	Moving Cost
Tavern	50,000	3,000
Farm Implement Sales	30,000	5,000
	<hr/> 80,000	<hr/> 8,000
Total Business Relocation Costs		<b>\$88,000</b>

#### Summary of Relocation Costs (2004 dollars)

Residential (4 relocations)	<b>\$116,200</b>
Business (2 relocations)	<b>\$88,000</b>
<b>C2(a) Total Relocation Costs</b>	<b>\$204,200</b>

### Preferred Alternative N1 (North Segment):

#### Estimate of Residential Relocation Costs

Occupancy/Type	Number Of Units	Supplemental Replacement Cost	Total
Owner/Single Family	19	\$25,000	\$475,000
Tenant/Single Family	0	\$8,000	\$0
Moving Cost			Total
Single Family	19	\$1,050	\$19,950
Interest/Closing Cost			Total
Owner/Single Family	19	\$3,000	\$57,000
Total Residential Relocation Costs			<b>\$551,950</b>

#### Estimate of Business Relocation Costs

	Supplemental Replacement Cost	Moving Cost
Monument Company	\$50,000	\$20,000
	<b>\$50,000</b>	<b>\$20,000</b>
Total Business Relocation Costs		<b>\$70,000</b>

#### Summary of Relocation Costs (2004 dollars)

Residential (19 relocations)	<b>\$551,950</b>
Business (7 relocations)	<b>\$70,000</b>
N1 Total Relocation Costs	<b>\$621,950</b>

Table D.7.2 summarizes the estimated residential and business relocation costs presented above for the Preferred Alternative.

<b>TABLE D.7.2</b>			
<b>SUMMARY OF RELOCATION COSTS (2004 Dollars)</b>			
<b>Alternative</b>	<b>Residential Cost</b>	<b>Business Cost</b>	<b>Total Cost</b>
S3	\$435,750	\$166,000	\$601,750
C2(a)	\$116,200	\$88,000	\$204,200
N1	\$551,950	\$70,000	\$621,950